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WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 8.30 " " 10 " "
8.30 " " 9.00 " " 10 " "
9.00 " " 9.30 p.m. " 15 " "
9.30 " " 10.00 p.m. " 10 " "
10.00 p.m. " 10.30 " " 10 " "
10.30 p.m. " 11.00 " " 15 " "
11.00 " " 11.30 " " 10 " "
11.30 " " 12.00 " " 10 " "

NIGHT CARS.
8.50 p.m. to 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY
Extra Car—12 midnight.
SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 1.30 " " 15 " "
1.30 " " 2.00 " " 10 " "
2.00 " " 2.30 " " 15 " "
2.30 " " 3.00 " " 10 " "
3.00 " " 3.30 " " 15 " "
3.30 " " 4.00 " " 10 " "

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thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16th, 1921, until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1
CANTON (T. S. S. S.)	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
SHAN LUNG	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30

UP TRAINS

Stations	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16
SHAN LUNG	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30
Shun Chai	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30

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SEA TAU KOK BRANCH.

Fanning ... dep. 7.45 11.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30 8.30
Shingchi ... dep. 8.40 12.35 9.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15 7.15

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the fares mentioned in this
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IN MANCHURIA

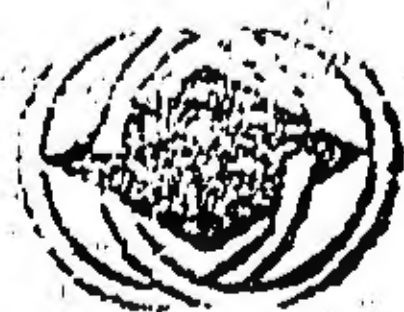
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JAPAN'S OVERTURES TO CHINA.

AMERICAN VIEWS.

TOKYO, September 18th.

A telegram from New York states:—

Reports that China will not comply with Japan's proposal for the opening of direct negotiations for the restoration of Kiaochow to China have been published by the press here. In this connection the New York Globe of the 13th instant, after mentioning that it would be a good thing for the United States to avoid at the forthcoming Washington Conference as many complicated questions as possible, says:—

"It appears that the conditions offered by Japan for the return of Kiaochow to China are fair and square. Even though China should place the Shantung question before the Pacific Conference, it is most unlikely that she will obtain better terms than those offered by Japan."

The Post of the same day, writes:—
"But for the Washington Conference, it is not improbable that China would not have hesitated over the opening of direct negotiations with Japan regarding the Shantung question. It is evident that Japan intends to give up the leasehold of the whole of the Kiaochow Bay. The proposal to place the Shantung Railway and the mines under Sino-Japanese joint management should, however, cause suspicion on the part of China. It is, however, advisable for China to try the proposed direct negotiations by agreeing with Japan's proposal."—Eastern News Agency.

BRITISH TRADE WITH THE FAR EAST.

A COMPARISON WITH 1913.

An analysis of the figures given in the Board of Trade Returns for July relating to British trade with the Far East during the first half of the present year compared with the same period of last year and with the 1913 results, provides interesting and accurate data, which should be of value to all who have business connections with that part of the world. Dealing first with imports, there is a heavy shrinkage all round in the value of the merchandise imported into the United Kingdom from the countries of the Far East compared with the first six months of last year. In this connection, however, it has to be remembered that 1920 was something in the nature of a bumper year, and in most cases showed a big advance over the pre-war figures of 1913. If the current half-year's totals are compared with that period, the results do not present such an unsatisfactory appearance. Further, in addition to other well-known factors, the coal strike has naturally had an adverse effect upon British trade with the Far East, as elsewhere, during the current year.

We will first take the case of China. The value of the imports from that country during the six months ending June last was only about half what it was in the corresponding period of last year, but, on the other hand, it was nearly three times the total for the first six months of 1913. So that, notwithstanding the war and its after-effects, and allowing for increased values, the volume of British business with China continues to grow.

The same characteristics of trade apply to Japan—that is to say, the value of the imports was only about a third of that for the first six months of 1920, but more than twice the figures reached in 1913.

With regard to Netherlands India, the value of the imports from Java are about half what they were last year, and only about a third of what they were in 1913.

There appears to be a growing trade with Dutch Borneo, the value of the imports from that source being over two and a half million sterling, compared with £1,794,825 in the same period of last year, and £1,791,150 in 1913.

On the other hand, the value of the imports from the Philippine Islands is considerably decreasing, having fallen from about three and a half million sterling in the first half of 1920 to only £781,617 in the present year. In 1913 the total value was just over one million sterling.

Coming to the Straits Settlements, there is a big falling off to note, the figures being £2,750,737, against £10,089,864 in the first half of 1920 and £8,539,771 in the corresponding period of 1913. The figures for the Federated Malay States also compare unfavourably with last year and with 1913.

There is a large shrinkage in the value of the imports from Hongkong, the totals being £337,410, against £1,183,315 in the first half of last year and £408,917 in 1913.

With regard to the value of exports for the half year, the figures for China are about two million sterling less than in the same period of 1920, but more than double what they were in 1913. In Japan the value of British exports was nearly five million sterling less than last year, but three million sterling more than in 1913.

Java, Siam, and the Philippine Islands present no special features. The figures for the Straits Settlements show a large decrease compared with 1920, but about a million sterling increase over 1913.

The value of the exports to the Federated Malay States shows a small increase over the first six months of last year, but a very substantial improvement over 1913.

To the British Colony of Hongkong exports were sent to the value of £6,830,802, compared with £5,474,711 last year, and £2,027,005 in 1913. On the whole, however, there is plenty of evidence that with the gradual return of more normal conditions there is great scope for the expansion of British trade with the Far East.—L. and C. Express.

MANILA NO DESERTED VILLAGE.

The Manila Times says:—
"We may have our complaints and our moments of pessimism but—"The assessed valuation of real estate in Manila in 1911 was P.84,276,958. To-day it is P.213,419,683, or a gain of P.129,042,725. In 1901, building sites around Plaza Goite were worth about P.50 a square meter. They can not be bought to-day for P.500 a square meter" (American Chamber of Commerce Journal).—Manila is no deserted village, at that.

THE FIGHTING AT ICHANG.

A SEVERE ATTACK.

WU PEI-FU'S OPPORTUNE ARRIVAL.

ICHANG, September 16th.

The fighting last night was the severest there has been since the first Szechwanese attack, a fortnight ago. The invaders undoubtedly broke through the defence, captured the White Temple, and penetrated the streets of the South Gate suburb. They were unable to hold their gains, however, owing to lack of fresh troops and ammunition.

General Wu Pei-fu arrived in the nick of time to throw fresh men into the battle, and thereby save a precarious situation. The casualties were very heavy. The Northerners took 200 Szechwanese prisoners. The Red Cross corps is now working to succour the wounded.

General Wu Pei-fu says he is sorry to have to fight the Szechwanese as enemies, and would rather they would accept terms of peace offered earlier, whereupon each side would return to its territory. He declares, however, that, if necessary, he will fight to the end.

Two foreigners while engaged in defence duties were fired at for 20 minutes, but escaped unhurt, and no others have been interfered with. A long struggle is expected.

FOREIGN STEAMERS FIRED ON.

LOSS OF LIFE.

ICHANG, September 18th.

The steamer Robert Dollar proceeding to Chungking this morning was heavily fusilladed by Szechwanese from the South Bank as far as Saoyutong where fire was opened from both banks. One man was killed and one woman wounded among the passengers. The steamer has returned. The situation is delicate.

The steamer Tungting which was going to Hankow was also fired on but proceeded on its journey.

Northern soldiers are holding the Shuhan, which is flying the French flag. Fighting continues in the North-east.

THE ATTACK ON ICHANG.

HANKOW, September 17th.

An authentic foreign wireless message from Ichang states that on entering the harbour General Wu Pei-fu and the transports were heavily fired on from the right bank and many shots fell on foreign compounds and shipping in the harbour. One seaman from the Villalobos was slightly injured.

A QUIET NIGHT PRESAGING A NORTHERN ATTACK.

HANKOW, September 20th.

A wireless message from Ichang dated yesterday reports a quiet night and morning in that port. The northern lines have extended five miles from the town. Fighting was resumed this afternoon. At dusk, there was heavy firing near the White Temple, showing that the Northerners had withdrawn to their original lines. The Northern troops landed this evening on the south bank, five miles downriver.

The Shuhan has not yet left for Hankow.

Disturbances on the part of the soldiery are reported at Changsha in consequence of insufficient pay.

A HEAVY ATTACK AND PROPOSALS FOR PEACE.

ICHANG, September 20th.

The Szechwanese are making another heavy attack from the North-east but are meeting with little success. The Szechwan expeditionary force consists of three divisions.

A reliable authority says that Mr. Chow Chun, the emissary of General Tsoo Kun, returned from Chungking with three proposals:—First, that the Northerners should evacuate Ichang; second, that Szechwan should control the monopoly for the sale of salt; the third is not divulged. General Wu Pei-fu has replied that the Szechwanese must first retire from Kweifu before negotiations could be opened.

The Japanese gunboat, Taka, proceeding to Hankow this morning was heavily fusilladed on leaving the harbour. Sniping from the south bank continues. Several native casualties have occurred on the Bund.

ACTION OF CONSULS.

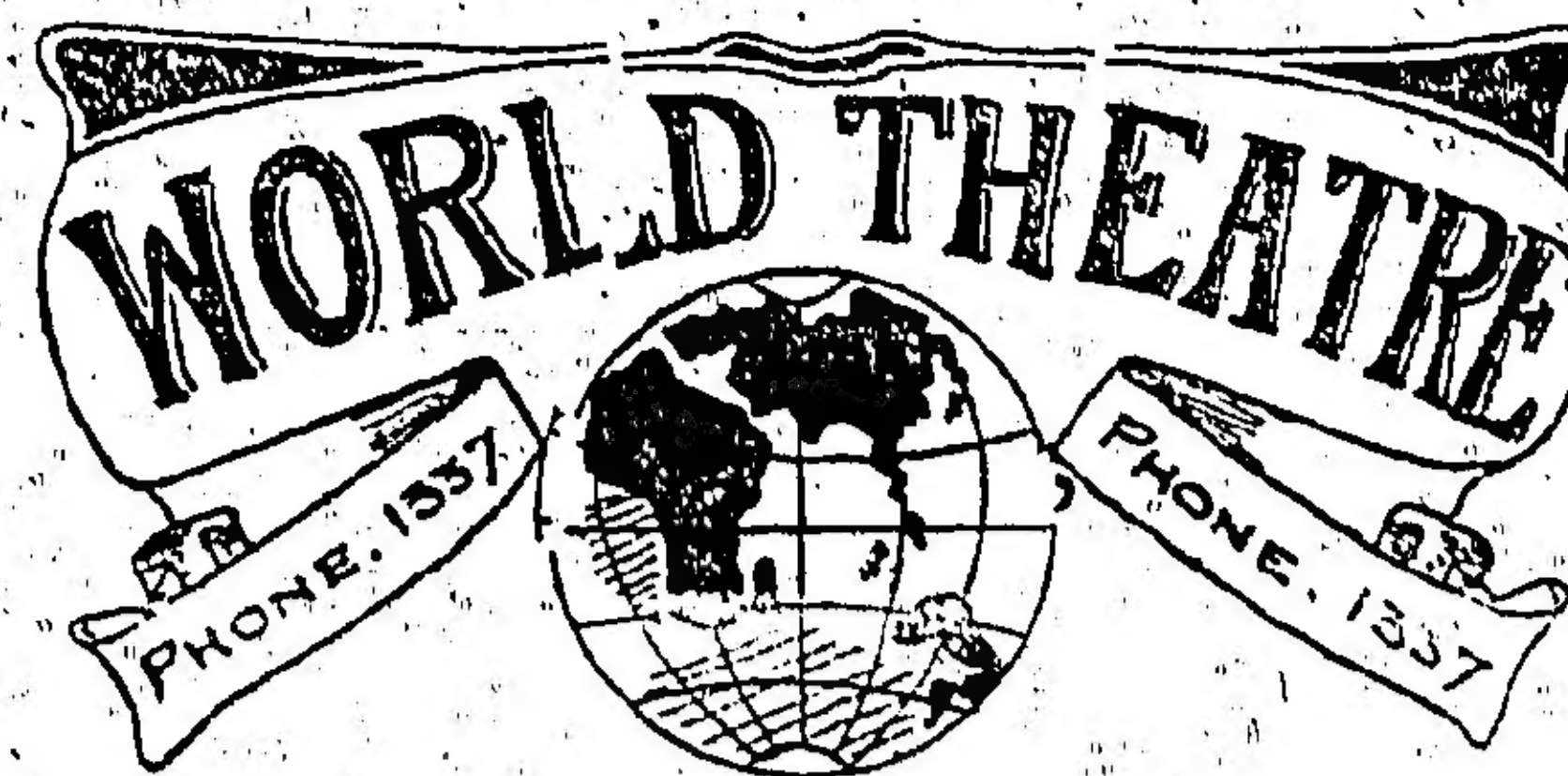
HANKOW, September 19th.

An authentic wireless message from Ichang states that the foreign consuls are ready to proceed to Nantao for the purpose of protesting against the firing on ships and the seizure of the Shuhan, and also incidentally to carry a message from General Wu Pei-fu to pave the way for a further peace conference.

The captains of foreign steamers are refusing to proceed without proper escort. It is reported from a reliable source that three of five Chinese junks, chartered by Messrs. L. C. Gillespie and flying the Stars and Stripes, carrying wood-oil, were commandeered by the Szechwanese at Wanhsien last Thursday, and the cargo confiscated.

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SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE.

72

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC"
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from MARSHALLS in connection with the above Steamer are hereby informed that their Goods are being landed at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 27th Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th Sept., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Tuesday, the 27th Sept., at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, September 21st, 1921. [1474]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"MATSUYE MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless intimation is given to the contrary, before Noon, To-day.

Goods not cleared by 1st Oct., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, September 21st, 1921. [1498]

"REN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLEI"

FROM LEITH, ANTWERP, MIDDLESBRO
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Oct., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Sept., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, September 22nd, 1921. [1480]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, September 22nd, 1921. [148]

FOR SALE

COLLECTION OF

YATES

GARDEN SEEDS

In tins containing enough Seeds to plant a

moderate sized garden.

At \$6 per tin.

GRACA & CO.,

No. 10, WYNDHAM STREET

HONGKONG.

P.O. Box 99.

ALLEGED EMBEZZLEMENT.

NEARLY \$4,000 INVOLVED

TRANSACTIONS DURING TEN YEARS.

Li Chak Heung, an elderly Chinese, who was arrested on warrant, on Saturday, yesterday afternoon, with having embezzled, between 1907 and 1917, \$13,783 from Li Yu Tin, trading as the Wing Loong, of Swatow, and the Wing Hop, of Hongkong, an import and export firm.

Mr. G. R. Haywood prosecuted, and Mr. M. W. Watson defended.

Mr. Haywood said that, since the warrant was issued, a further sum of \$5,129 had been traced in the books and required to be accounted. This brought the total of the alleged defalcations to nearly \$14,000. The books were in the defendant's handwriting—so he was instructed.

Mr. Watson: My client says the case can easily be explained; it is three or four years old.

The Magistrate remarked that he was rather sorry, in a way that the defendant was now legally represented as he had intended to ask him a few questions as to whether he claimed to be a partner. If there appeared to be any claim of right, he would fix the bail very low. So many of these cases turned out to be civil ones and not police court cases at all.

Mr. Watson: That is what I understand to be the case here. It is not a question of money being made away with, but of loss of the business.

The Magistrate: The complainant says he was a salaried manager of the Hongkong branch.

Mr. Watson: You often get paid partners here.

The Magistrate: If it is embezzlement, it is a case for heavy bail.

Mr. Watson consented to the Magistrate's interrogating the defendant.

The nature of the charge being explained, the defendant said: "It was not so."

The Magistrate: Do you admit that you were merely the paid manager of the firm? That is what the prosecution say.

Defendant: I am an employee; yes.

Not a partner?—No, not a partner.

What about the deficiency?—There is no deficiency in the book.

Mr. Haywood explained that the allegation was that the books showed bogus payments—purchases of shares which did not exist and payment of \$2,000 salary to the defendant, to which he was not entitled. The defendant disappeared to Siam for two years and only returned recently.

The Magistrate: On the face of it, it looks as if there will be some difficulty in proving embezzlement. You have to prove the receipt of certain moneys.

Mr. Haywood thought that the entries in defendant's handwriting, of receipts, were evidence that money came in, and all the prosecution had to do was to prove that bona fide payments had not been made.

Mr. Watson said the defendant could find \$2,000 bail.

The Magistrate remanded the case for a week and fixed the bail at \$2,500 in cash and one security of \$2,500.

INTERESTING WEDDING.

WELL-KNOWN LOCAL SOLICITOR

WEDS.

A wedding of considerable local interest took place, yesterday, when Mr. M. W. Lo was married to Miss Margaret Hung, daughter of Mr. Hung Hing Fat, of 2, Prospect Place, Bonham Road. At 11.30 a.m., the bride and bridegroom attended before the Hon. Mr. S. B. C. Ross, Secretary for Chinese Affairs, who carried out the usual formalities of the wedding. The bride was given away by her father. The bridesmaids were Miss Enid Lo and Miss Gertrude Lo, (sisters of the bridegroom), Miss Joan Hung (sister of the bride) and Miss Mabel Gittens. Mr. M. H. Lo acted as best man. Afterwards, a ceremony took place at the bride's residence and in the afternoon, a largely attended reception took place at the bridegroom's house. Amongst the guests were the acting Chief Justice (His Honour Mr. H. H. Gompertz) and Mrs. Gompertz, the "Fusion" Judge (Mr. J. R. Wood), the Attorney General (the Hon. Mr. J. H. Kemp, K.C.), the Hon. Mr. S. B. C. Ross, Mr. and Mrs. R. E. Lindell, Mr. T. H. King, Mr. and Mrs. Major Willson, and Mr. Liang (ex-Minister for Foreign Affairs at Peking). The legal profession of the Colony was also strongly represented.

The health of the bride and bridegroom was cordially toasted, Mr. Ross expressing the congratulations of the company.

The honeymoon is being spent in Shanghai and Peking.

THE PANIC AT MACAO.

The Proclamation issued by the Governor of Macao on Saturday declared martial law for a period of eight days.

A notification issued at the same time by General Headquarters gave directions that when the alarm should be given, four guns fired from the Monte fort, all persons except those authorised by Headquarters to be in the streets should withdraw to their houses and close their doors, and all public vehicular traffic be suspended. Any one contravening the order rendered himself liable to be rigorously punished.

An understanding with the Chinese authorities was apparently reached on Sunday and at 2 p.m. the Governor issued another Proclamation withdrawing that of the previous day and re-establishing the constitutional guarantees.

At the same time, a notification was issued to the public by the Commissioner of Police, by superior order, announcing the restoration of civil authority.

The issue of the proclamations on Saturday naturally caused a great deal of excitement in Macao.

The latest news is that all is quiet, though the Chinese torpedo-boat remains anchored off Leppa.

LEGACY FROM A DISCHARGED CREW.

BLUE FUNNEL OFFICERS FIND

ARMS ON THE "ELPENOR."

An important discovery of arms was made by the ships' officers, during the week end, on the Blue Funnel steamer *Elpenor*, and this led to the appearance, before Mr. G. N. Orme, yesterday, of the chief fireman, Chung Fat, on a charge of having attempted to smuggle into the Colony 253 Mauser pistols, one revolver, and 24,250 rounds of ammunition.

Mr. M. M. Watson, who prosecuted for Messrs. Butterfield and Swire, the ship's agents, said that the vessel was due to sail immediately so he asked that the evidence might be taken at once.

Mr. L. J. Mansfield, Chief Engineer of the *Elpenor*, said that, on information received, he and the Chief Officer examined the ship's tunnel, forward, at noon on Sunday. It should have been open to anyone, but was found to have been covered with a plate coated with cement to make it level with the tank top, and painted over. When he saw the tunnel, the cement had been broken away, and the plate shifted to one side. The tank was lined with timber. It was empty at the time, but he was told that arms had been concealed there. The ship had been searched by the police at Japan, the Customs officials in Shanghai, and the Hongkong police, but nothing had been found. In his opinion no "shore man" could have discovered the hiding place, as it was so well concealed. He had searched the place once before, but found nothing.

Mr. F. Holmes, the Chief Officer, said that it was his rule to make a round of inspection of the ship every morning. On Saturday morning he made his round but saw nothing suspicious. A few minutes later an A.B. came to him and reported that there were some packages hanging over the stern. He went out and saw some packages, done up in canvas, hanging from small ropes tied to two big ropes leading from the port pole of the fireman's bathroom to the fireman's quarters. He at once informed the Chief Engineer, and together they hauled the packages on board.

There were altogether 13 packages to which were attached two lig belts, evidently for use as floats. They took the packages forward to the 'tween deck and placed them in the charge of the watch officer. In the afternoon they opened the packages, and found them to contain arms and ammunition.

At Japan he had suspected smuggling on the part of the Chinese firemen and searched the ship, but found nothing. It was also searched at Shanghai and again in Hongkong, but without success. Had the A.B. not discovered the packages hanging from the stern, the contraband would never have been found.

Replying to Mr. Watson, the witness said that on the outward journey he had had occasion to suspect smuggling, and had discharged the whole crew. The defendant and the other men were members of the new crew.

A Chinese fireman admitted in the witness-box that the accused had instructed him to carry some parcels to the stern.

Mr. Watson said that he had several more firemen outside the Court, but the accused had admitted connection with the parcels.

The accused's statement was then produced. In it he said: "Hop Koy told me to dump the parcels into the sea outside the entrance at Lyceum. We were to have 30 per cent. of the profits to be divided among us. I told the other firemen to assist."

The defendant admitted the statement and added that the contraband was smuggled on board by the former crew. It had nothing to do with the other firemen.

Asked if he wanted to call Hop Koy the accused said that he did not know where to find him now.

Inspector Angus said that Hop Koy was the former chief fireman. The police were very anxious to secure him, and were ready to help the accused in every way possible.

Mr. Watson said he wished to point out, on the company's behalf, that it was practically impossible in this case for the ship's officers to have found the contraband in view of the fact that the Japanese police, the Shanghai Customs, and also the local police had not found it.

He asked that, if at any time the Company contraband on board its ships, consideration would be taken of the fact that its officers had in the past rendered good service towards the suppression of smuggling.

Inspector Angus said that before sentence was passed he would like a remand to make further investigations.

The Magistrate: I have the defence to hear yet, if there is any. I will remand the defendant in prison for a week. In the meantime he can try and find Hop Koy if he likes.

WORLD THEATRE.

The Buffalo Motion Picture Corporation presents Arthur Somers Roche's famous story of love and stirring adventure on land and sea entitled, "The Sport of Kings," featuring Margaret Kelly and Miss Moore with a powerful cast of twenty-three players. It is a most exciting picture, the majority of the incidents throughout the play being of a thrilling character. The principal scenes depict the three thoroughbreds, Sale Kermor, defies the racing stewards, into the boiling sea, leapt horse and rider; Sale took Vivandiere to an outlaw track where he was unknown, Vivandiere's great race, the Vooledge doct's "confession," the conspiracy in Glasgow's office, and because of a whip the jockey died. This film will be screened at the "World Theatre" to-day (Tuesday).

CHARGE OF MANSLAUGHTER.

A QUARREL AT THE HAPPY

RETREAT.

A charge of manslaughter was preferred against a Chinese, before Mr. G. N. Orme, at the Magistracy, yesterday afternoon. An earth cooler died on September 20th from injuries sustained in a fracas near the Happy Retreat, Wongnei-chung, in which the accused was alleged to have been one of the combatants.

Inspector Blackman said that, on the night of September 19th, there was a dispute during which the deceased was set upon by five or six men who belaboured him with poles. He was struck on the head and was removed, unconscious, to the Government Civil Hospital, where he expired 25 hours later. Two of the deceased's companions saw the accused chasing deceased with a pole in his hand, but they did not see defendant actually strike deceased.

Dr. W. B. A. Moore, Medical Officer in charge of the Government Civil Hospital, said he examined the deceased, immediately on his admission to hospital. He was unconscious, his right eye was swollen and blackened. The post-mortem examination disclosed that, in addition to external marks of injury, there was deep bruising on the left side of the head, above the ear, the left cheek and left temple. On opening the skull and removing the brain he found a small laceration on the under surface of the brain. The base of the skull was fractured and there was a clot of blood between the bone and the membrane covering the brain. The lungs showed signs of commencing pneumonia, but the other organs were in order. In Dr. Moore's opinion death was due to fracture of the skull, laceration of the brain and inter-cranial haemorrhage.

After evidence had been given by participants in the dispute, the defendant was committed for trial at the Criminal Sessions.

ARMS AND THE WOMAN.

FOUR TRUNKS FULL OF FIRE

ARMS.

Mr. R. E. Lindell gave his decision, yesterday, in the case in which the concubine of a Chinese General was charged with unlawful possession of four trunks full of arms and ammunition, at her address in Hill Street.

The defence, put forward by Mr. Leo Longinotto, was that another of the General's concubines was responsible for the arms.

The Magistrate said that in this case he had really to decide two points; first, was the defendant in actual physical possession of the arms—or, rather, of the articles of luggage which contained arms. On this point, he must decide against the defendant because it appeared to be quite clear that the arms were left in her custody—accepting her story as true—by the other concubine who went to Canton. The second point he had to decide, before a conviction was possible, was whether the defendant knew the contents of the four articles of luggage. On that point he was satisfied by the police evidence as to the panic in which the whole household was thrown by the arrival of the police, that the defendant must have known that there were arms inside the boxes. He, therefore, convicted, but, at the same time, he did not think it was a case for a very heavy penalty. He would impose a fine of \$100 and order the confiscation of the arms.

HONGKONG FOOTBALL CLUB.

ANNUAL REPORT.

The annual report and balance sheet for the season 1920-1921 states:—

The Committee have pleasure in presenting their report and statement of accounts for the year ending 31st August, 1921.

A huge increase in the membership took place during the season, the number being practically three times that of season 1919-1920.

Once again the stand accommodation was found to be inadequate, and was increased, while an open stand was erected on the opposite side of the ground. The latter, however, had to be taken down, due to lack of patronage.

The Club-house was also enlarged, making for more dressing accommodation and comfort generally. Electric light and a telephone were installed, and proved very convenient to the members.

The Association Section, acquired themselves creditably, though not quite so well as in the previous season. The record of games in the first League read—

—Pld. 16; W. 7; D. 4; L. 5; Pts. 19.

The Second Eleven took part in the Second League, but due to insufficient playing members, gave but a poor showing.

Last year the Rugby Section of the Club attained once more its pre-war strength and the Rugby cup competition was re-estimated. As usual three teams competed, Navy, Army and Club, the former winning without losing a game, though the Club were strong enough to run them to a pointless draw.

Ten matches were played against various combinations during the season, of which four were won, three lost and three drawn. On Xmas day "England" defeated the "Rest" by 17 pts. to 8.

Instead of the annual dinner, a dinner and dance was held in the Hongkong Hotel, which, socially, proved a distinct success, though financially there was a slight loss. It is hoped that this event will become an annual one.

Your Committee deeply regret to record the death of Messrs. R. Henderson, J. H. Gardiner, R. A. Holloway, W. R. Noble, P. H. Thomas and J. C. Wildin.

Prospects for the coming season are particularly bright and two strong Elevens should be the result, making for a very successful year.

The balance sheet shows a credit of \$1,208.02.

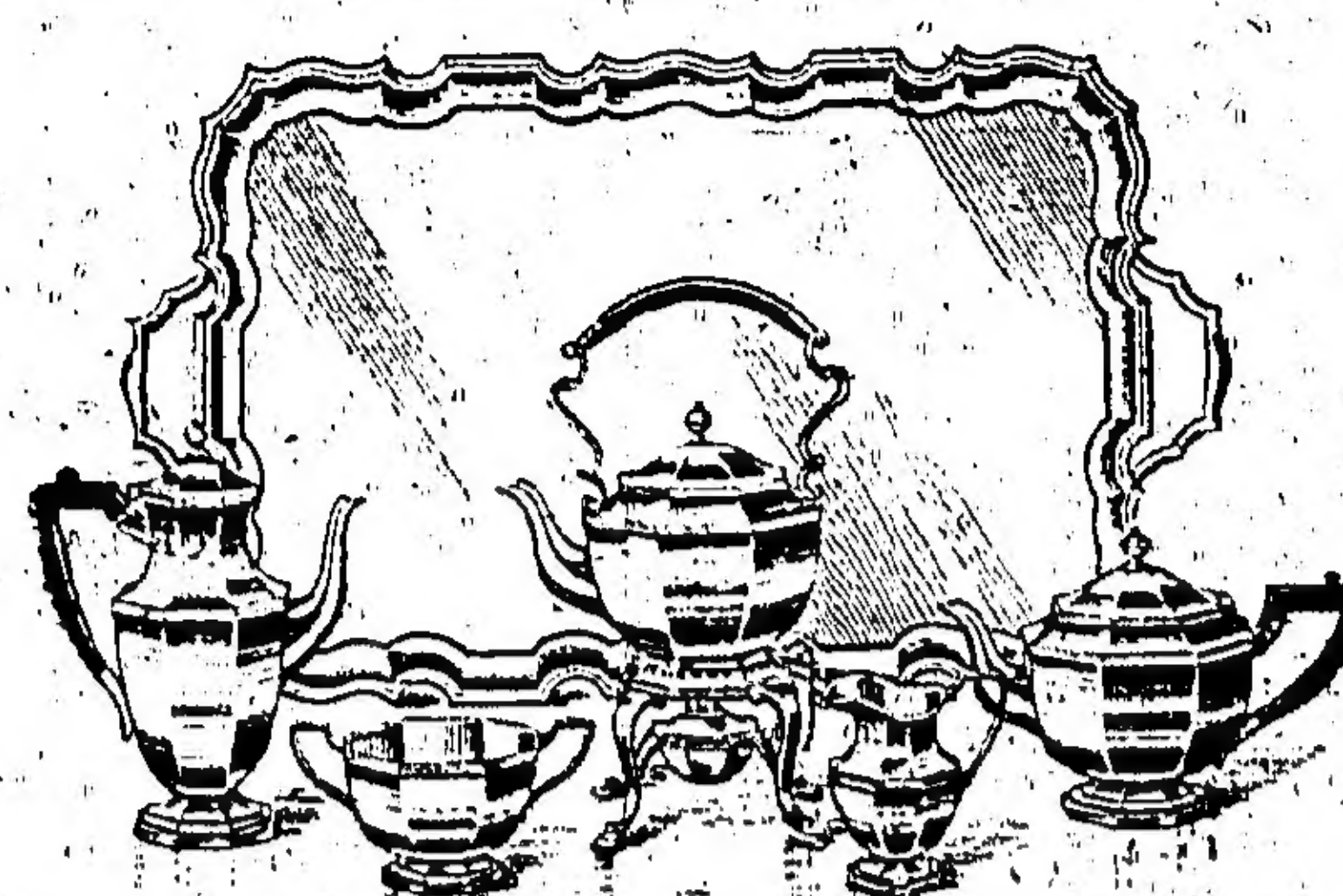
MAPPIN & WEBB'S

RENOWNED

SILVER & 'PRINCES PLATE'

INSPECTION INVITED

OF OUR LARGE NEW STOCKS



THE "QUEEN ANNE" OCTAGON SERVICE

WE HAVE

A UNIQUE SELECTION OF GIFTS

SUITABLE FOR WEDDINGS

&c. &c.

Lane, Crawford & Co.

MANDER BROTHERS

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WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG

NEW RECORDS

JUST ARRIVED

LANCERS,

QUADRILLES,

MAXINA,

REELS,

EIGHTSOME & FOURSOME,

ETC.

AT

ANDERSON'S

Powell

TELEPHONE 3146.

TAILORING DEPARTMENT.

We have received a smart selection of

AUTUMN and

WINTER SUITINGS

in

FLANNELS, CHEVIOTS, HOMESPUNS,

SKIRTS etc.

These have been marked at competitive prices. There are Suits for \$55.00, Sports Coats \$27.50 which we guarantee in style and fit.

SEE WINDOW.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]**2 GRAMMES FOR £70,000.**
PROFESSOR SODDY'S PRECIOUS PARCEL.

LONDON, September 26th.

British scientific and medical research will be enormously helped by the acquisition of two grammes of radium, the largest quantity ever accumulated, which Professor Soddy brought to England last night from the Czechoslovakian State mines at Joachimsthal.

The precious mineral is valued at £70,000, and is specially packed in lead tubing, three inches thick. It has been "rented" for fifteen years by the London Company, which has sub-rented it. The mine's output is only four grammes annually. The present hiring cost of the smallest quantities is six guineas a day.

FAMINE-STRICKEN RUSSIA.**REPORT OF LEAGUE'S SUB-COMMITTEE.**

GENEVA, September 26th.

The sub-committee appointed by the League to examine the subject of Russian famine relief has decided in the present circumstances to report to the Assembly that the latter would not be justified in, firstly, addressing an urgent appeal to the various Governments to afford the necessary credits, or, secondly, in asking the Council to offer the administrative services of the international credits organization in connection with relief purposes.

ALLEGED "RUM RUNNING."**WHISKY FOR UNITED STATES.**

TORONTO, September 26th.

It is stated that great quantities of Scotch whisky is being shipped from Montreal to the Bahamas. It is alleged that Nassau has become the centre of the "rum running" business for the United States.

ALLEGATIONS OF CHIEF OF POLICE AGAINST POLICEMEN.

NEW YORK, September 26th.

The Chief of Police in Chicago has ordered wholesale dismissals from the force. He says that 50 per cent. of the policemen under his command are engaged in the illegal sale and transport of liquor. He declares that there is more drunkenness and there are more deaths from liquor in Chicago than before the Prohibition.

The revelations follow the admission that more illicit stills are working in New York than ever existed in the old days in the mountainous districts of the country, and that strict enforcement of Prohibition in New York will require a force of one million men, with an annual expenditure of \$150,000,000.

GERMAN DYEWORCS CLOSED

BERLIN, September 26th.

A message from Frankfurt says that the big Hoechst Dyeworks have been closed down. The management have dismissed all workers owing to alleged unreasonable wage demands.

WASHINGTON CONFERENCE.**QUESTION OF PORTUGUESE PARTICIPATION.**

LONDON, September 26th.

The United States Government has informed the Portuguese Cabinet that it will propose Portugal's participation in the Washington Conference on the same condition as that of Holland, since there are Portuguese interests in the Far East.

EARLIER CABLES.**HUNGARY'S ENVOYMENT**

PARIS, September 26th.

The Ambassador's Council has handed the Hungarian representative a Note demanding evacuation within eight days of the territories assigned to Austria by the Peace Treaty, failing which compulsory measures are to be resorted to.—Havas.

SILESIAN OUTRAGE.

PARIS, September 26th.

At Oppeln, an unknown man fired two shots at a British officer, who was not hurt. The aggressor escaped.—Havas.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

ATAMAN SEMIONOV ARRIVES IN SHANGHAI.

SHANGHAI, September 26th.

Ataman Semionov, the well-known Cossack leader, arrived in Shanghai from Kobe by the *Yavata Maru* on Saturday. Semionov evaded attempts at an interview. The object and duration of his visit have not yet been disclosed.

[THROUGH REUTER'S AGENCY.]

JAPAN'S SPECIAL INTERESTS IN MANCHURIA.

LONDON, September 26th.

The Council of the Japanese Embassy (Mr. Nagai), in a letter to the *Chamber of Commerce Journal*, challenges the statement of Mr. Lenox Simpson quoted from that newspaper to the effect that the Japanese Premier has declared that the Powers have acquiesced in the abolition of the "open door" in Manchuria.

Mr. Nagai, as a result of official enquiries, says that the Japanese Premier, in the House of Peers, recently, announced that the Powers, who participated in the negotiations for the formation of the Chinese Consortium, recognised certain special interests, which Japan enjoys in Manchuria and Mongolia, but no mention was made of the abolition of the "open door." He asserts that an incorrect construction has been put on the Premier's statement.

WAR IN THE NEAR EAST.
SERBO-ALBANIAN HOSTILITIES.

LONDON, September 26th.

A new war has broken out in the Near East as the result of the failure of the League of Nations to fix the Serbo-Albanian frontier.

A message from Valona, via Rome, says that the commander of the Serbian forces on the River Drina gave the Albanians twenty-four hours' notice to evacuate six strategically important positions on the frontier. The Albanians failed to comply, whereupon, after a furious twenty-four hour bombardment, the Serbians occupied the district.

The Albanians re-attacked, and, after bitter fighting, in which both sides lost heavily, repulsed the Serbians, making prisoners of a number of Serbs and of Russians belonging to the former Wrangel army.

TURKS PURSUING GREEKS.

PARIS, September 26th.

A message from Ankara states that the Turks are pursuing the Greeks to Weshvard, near Eskisehir.—Havas.

SITUATION IN GERMANY.
CENTRAL GOVERNMENT AND BAVARIA.

BERLIN, September 26th.

The newspapers state that the conference between Dr. Wirth and Count von Lerchenfeld has resulted in a satisfactory settlement of the dispute between Bavaria and the Central Government.

The *Tageblatt* says that a compromise has been reached whereby the German States will henceforth enjoy greater authority in regard to the suppression of newspapers, and Bavaria will be given a suitable period to consolidate her internal conditions before the state of siege is raised.

SECRET MILITARY ORGANISATION.

PARIS, September 26th.

According to Berlin reports, the Baden Government has found a clue to a secret organisation tending to reinstate the militaristic regime and restore the German army to its former strength. Erzberger's slayers were members of the organisation.—Havas.

THE OPPAU DISASTER.**FRENCH PROVISIONING GERMANS.**

PARIS, September 26th.

The French authorities have taken charge of the provisioning of the shelterless German population in the villages round Oppau devastated by the explosion.—Havas.

LIST OF VICTIMS.

BERLIN, September 26th.

A message from Ludwigshafen says that the Burgomaster has published a list of the victims of the Oppau explosion, giving 235 identified and 75 unidentified dead at the hospitals. The report says there are 618 cases of injuries.

President Ebert and the Bavarian Premier, Count von Lerchenfeld, will attend the funeral of the victims.

YOKOHAMA MERCHANT'S WINDFALL.**£50,000 FOR "BEING KIND."**

That kindness to a person in old age does not always go unrewarded in worldly goods is illustrated by the last will and testament of Miss C. D. Hoang, 70 years old, who died in Yokohama, on September 10th.

In late years, when Miss Hoang was a sufferer from paralysis and became an invalid confined virtually all the time to her home, Mr. Cato N. B. Aall, prominent in the foreign colony at Yokohama, made a practice of visiting Miss Hoang. By reading and conversing with her long hours passed more pleasantly than otherwise would have been the case. The bulk of her wealth, consisting approximately of £50,000 or 500,000 yen, was left to Mr. Aall. A small amount was willed to a former housekeeper in London.

Miss Hoang was a daughter of a former medical specialist in London and came to Yokohama 20 years ago. She was for many years the chief stockholder in the Grand Hotel and had lived there from 1897 to 1919.

CORRESPONDENCE.

THE MACAO FRACAS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SHAMKUN, CANTON, September 24th.

Sir.—I shall be very much obliged if you will kindly permit me to avail of your valuable columns for the publication of the following reply to the criticisms of the Editor of the *Canton Times* and subsequent articles in the Press about the above incident.

His audacity in describing the Portuguese people out in the East as a small foreign community with an "unsavoury reputation, and Macao as an immoral blot on the map of the Far East and a stench to the nostrils of its neighbours as degenerates and parasites are there for the purpose of opium smoking, gambling, and gun-smuggling, etc., is certainly the limit of tolerance. Although a far-fetched statement, it leaves us quite cold, as in our estimation the Chinese themselves, and particularly the Cantonese, are the most uncivilized and degenerated race under the sun. Canton can only be mildly described as an eyecore on the map of the Far East, in view of its history and prevailing chaotic conditions. Canton, universally known as the City of Rams, a very fitting designation, is still the hotbed of desperadoes and pirates, and opium-smoking, gambling and gun-smuggling exist in no lesser degree than in Macao, not by degenerates, but by strong gangs under cover and protection of the various military cliques, and it would have served a much better purpose if the Editor of the *Canton Times* had started a campaign of fumigating his own environments before criticising the actions of his neighbours. His obnoxious statements will not contribute anything towards improving the relations between the two governments, and reveals nothing else but lack of courtesy and intelligence on his part. He appears to be another one of those nasty "returned students" with only a smattering of Western ideas, and his present object seems to be to raise an anti-foreign movement more than anything else, although what he says need not be taken too seriously. Does anyone ever call Monte Carlo an immoral blot on the map of Europe, or describe the frequenters of that gambling resort as degenerates? A set of the *Encyclopaedia Britannica* in his hands might enlighten him and do him a lot of good.

Rather unfortunately, Macao has nothing much to boast of in the way of commercial or industrial activities, but steps are being taken to regenerate this once important Portuguese Colony, so there is no likelihood of it being sold to anybody. Say what you like of Macao, Mr. Editor of *Canton Times*, but do not forget that some years ago this little foreign colony was the asylum of your so-called "President" Sun Yat-sen, and his followers, when in exile, and Sun Yat-sen did not dislike the place at all. There are chances that he might avail of this good old summer resort again ere long, if the Wu Pei-fu drive is not stopped yet.

The statement that the Macao Government is ceaselessly encroaching on Chinese territory is anything but the truth, and the various other false allegations in respect to the Reclamation Scheme and free passage of Chinese vessels are all based on a much more interesting question to be submitted to the League of Nations for consideration would be the Disruption and Division of China and its Government by foreign Powers, as recently suggested by the Editor of the *Peking and Tientsin Times*.

For the information of those who may not know it, Canton is the most badly administered province of China. It is a city where the mob and armed soldiery rule, and the police are quite powerless. On arrival of trains and steamers it is not unusual to hear of foreigners being relieved of their handbags beyond any means of recovery by the Police, and one also frequently hears of foreign ladies being subjected to all kinds of abuse by ricksha and chair coolies. John Chinaman is the biggest coward on earth, and will never dare to face a foreigner in a one to one square talk; but he is an expert in enlisting the sympathy of his fellow countrymen onlookers in any dispute and will gather a large crowd in no time to mob any foreigner, whether he is right or wrong, and the useless Police never intervene, but generally keep away. If a foreigner's motor-car just scrapes on a Chinaman's clothes he raises a terrific alarm, drops on the ground, feigning death, and a whole crowd assembles ready for some savage work of wrecking the car and stoning the occupants, if liberal compensation is not paid; but armed Chinese official cars can kill outright as many as they like without molestation by the crowd. Such things happen in a civilised town! The Southern soldiery is nothing but a bunch of undisciplined and dilapidated beings, and it is a well-known fact that when they have to confront foreign troops they generally have recourse to the proverbial "retreat," which nothing can stop. Even in fights between themselves they invariably display great ability in the "run away for life" stunt.

In the remote possibility, therefore, of an armed conflict between the Portuguese troops and Chinese, our success at arms is more than assured. The valour of Portuguese soldiers was indisputably proved on the battlefields in Europe during the Great War, and they will show the "run away for life" once more in the event of any aggressive act which might jeopardise the integrity and sovereignty of Portuguese territory.—I remain, etc.,

ARTHUR DE PIRES PEREIRA.

THE SHANGHAI SWIMMING TEAM.

ITS CHANCES OF SUCCESS AT HONGKONG.

The following notes are taken from a copy of the *N.C. Daily News* which arrived by yesterday's mail:—

Within the next day or two the inter-port swimming side chosen to represent Shanghai against Hongkong will leave and a week hence will be engaged with the best the Crown Colony has to show. As already stated the team consists of E. A. S. Siemssen, J. R. Tordy, J. B. Brown, R. W. MacCabe, E. A. Brodie, F. Remedios, L. Goldman, A. P. Goldman and C. Encarnacao. It is a fairly representative team, and although there are one or two men who would have liked to see included in it but who are unable to take part, it is probably as good a selection as can on an average be sent away.

As to its chances at Hongkong, that is another matter. Hongkong has right away the advantage of swimming in the sea, and this will of necessity tell in its favour. Further if the water be at all rough it will put their chances at a premium. That is the luck of the game, however, and the Shanghai swimmers may be reckoned to put up a very game fight for everything. Taking the advantage of water into account and then a report that Hongkong is showing very good form this year, we must not expect too much of our representatives, and the more success attending their efforts will mean all the more credit to them.

SOME OF THE EVENTS.

It is understood that there is to be a 50 yd. race, and if report from Hongkong is correct Shanghai will have a very hard struggle to do much in this. The best of our local times for this distance are in the vicinity of 27 secs., whereas Hongkong is reported to have done it in 25. Besides the individual race for this distance there will be a relay race.

Quite a number of our local enthusiasts are expecting Shanghai to carry off the 100 yd. Our best men for that are Tordy and Siemssen. In the S.I.S.C. events last week Siemssen did the better time of the two in the championships which were swum, but when it came to the Shanghai Championship he was showing signs of fatigue, no doubt from his participation in the longer distance events. If he has done a lot of swimming prior to the 100 yd. at Hongkong, Tordy will be the principal representative of Shanghai, and he should do well. As we remarked last week he should on occasion be able to improve upon his last time, for he can show a remarkable turn of speed, and he might easily do something sensational in Hongkong.

For the longer distances Siemssen will have to shoulder the brunt of the work, especially in the 200 and 400 yd. In the 800, however, J. B. Brown may come away strongly and surprise a few people. Our best men for the breast stroke are probably Siemssen and Encarnacao, but it must be doubted whether against swimmers such as Hongkong possesses we have very much chance in this event. MacCabe will undertake throwing the polo ball and the conditions should suit him. Witchesell, so far as we know, is still Hongkong's best man, and it should be a contest between these two. For the long plunge MacCabe will also be the favourite, and in this connection it is to be regretted that the local champion, J. H. MacGregor, is not going with the team.

In the next diving competition the Shanghai men should do well, as anybody witnessing recent displays will be convinced of.

WATER POLO.

We have already had occasion to deplore the comparative indifference of local water polo. MacCabe, of course, is head and shoulders above the other members of the team, but given a chance he will be well backed up by Brodie, Siemssen, Goldman and Encarnacao. It might be just as well to sound a warning note about the style of play. At almost any time there are apt to be too many fouls and the referee's whistle goes much too frequently. It were well to avoid any suspicion of fouling in an inter-port event, and on the passage down to Hongkong the rules might be studied with advantage.

SPORT.**WATER POLO.**

The United won the last match in the League by beating the Whitehires 6 goals to nil.

Finch (4), Railton and Leonard scored.

LEAGUE TABLE.**Final Figures.**

CLUB.	P.	W.	L.	F.	A.	P.
V.R.O.	12	11	1	91	5	23
U.A.O.	12	10	2	55	10	20
Lustano	12	8	3	35	20	18
B.O.A.	12	6	6	50	36	12
Whitehires	12	4	8	20	42	8
Tamar	12	1	11	9	55	9
Kozglove	12	1	11	4	92	2

GOLF.

A new scoring card has been issued for the old course at Fanling. It will please many golfers to see the names of the holes as well as their length in yards printed on the card. Buggy for the first nine (out) is 38 and for the second nine (in) 41—a total of 79. The total distance is 6,140 yards. The card, in addition to containing the "table of odds" bears also the local rules for the old course.

SCOTTISH LETTER.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 10th.

SHETLAND COPPER MINE.

Work has begun on the new copper mine at Sandilodge, near Lerwick, Shetland Islands, for whose exploitation a company was recently formed in Aberdeen. Copper miners from Cornwall are instructing the Shetland workmen in the proper modes of mining the ore, which is contained in two rich lodes, the lesser of which is estimated to contain 300,000 tons of copper. An output of 1,000 tons per week will be aimed at. Gas made from peat supplies the motive power at the mine.

SIR T. LIPTON AND THE AMERICA CUP.

"Next year I hope to try again for the America Cup, and a fifth Shamrock will be the challenger." So says Sir Thomas Lipton, who is at present in Glasgow. "I am not yachting this year," he added; "as my 33-metre boat is in America." He is looking forward to the contest with the stout-hearted optimism that has always characterised him.

Sir Thomas was born in Glasgow 71 years ago in a small two-room-and-kitchen house in Rutherglen Road. And on every visit to the city he makes a point of spending some time within its walls. He started business in Stobcross Street—"the Saltmarket of Glasgow is much more respectable than it used to be"—and later he served behind the counter in a shop which he opened in Edinburgh.

THE BUCHANAN JARDINES.

Sir Robert and Lady Buchanan Jardine are entertaining extensively at Castle Milk, Lockerbie. The festivities are in honour of the homecoming of Mr. and Mrs. "Jock" Buchanan Jardine, whose marriage took place recently in London. At one garden party there were over one thousand guests.

A FOUR CLYDE SQUAD.

Four hundred boys from all parts of the Kingdom are the guests of the Duke of York at a camp in Romney marshes. They are drawn from public schools and working-class organisations in equal proportions, and are making "an experiment in human nature." The boys give every indication of meeting and fraternising on a footing of real equality and good fellowship. The only section which has proved somewhat recalcitrant in this respect (according to a correspondent of the *Daily News*) appears to be a group of Scots boys, mostly drawn from the Clyde shippards. They have not been able to overcome their natural clannishness. One lad with a shock of red hair and a broad Glasgow accent expressed his sentiments by saying, "We don't have much to do with the English chaps. We canna understand what they say to us, and they don't seem to understand what we say to them. We're like foreigners to one another." National feeling also expressed itself when the Scots boys found that some of the English boys were wearing tartan badges. "We threatened to kill them if they wore them again," said one of the Scots, adding somewhat regretfully at a lost opportunity, "They've stopped wearing the badges now."

A MUSIC HALL TRAMP.

Mr. Charles Coburn, the veteran Music Hall comedian, has started on his second walking tour, which is from London to Glasgow. "In going to Scotland," proclaims Mr. Coburn, "I, Colin Whittom McCullum, son of Colin McCullum, of Eborshire, will be going to the land of my ancestors." He hopes to give performances at different towns on his route, but on Sundays—he is now a keen church worker—he will take part in various religious duties.

THE AMATEUR GOLF CHAMPION.

It is reported that Mr. Hunter, the Amateur Golf Champion, will shortly take up work and residence in Edinburgh. He would get much more competitive practice in these parts than he appears to do in the South. Of course, his work in the Post Office at Deal has limited his opportunities.

NO DANGER OF PROHIBITION.

Men engaged in the whisky trade in Scotland have not the slightest apprehension that prohibition will ever prevail here, if one may judge from the fact that at present a great many of them are "soaking" their spare money in a huge whisky-making and wholesale-selling company. The belief of the Trade is that sooner or later the company will control practically the whole Scotch whisky business of the world.

TENNIS AT MOFFAT.

Apart from the Scottish Championship, the South of Scotland Lawn Tennis Tournament arouses most interest; and last week, as usual, there was a large attendance and good contests. Moffat has been long associated with play for leading Scottish honours. R. F. and H. L. Doherty helped to make the South Country meeting well-known. R.F. winning the Scottish Championship there in 1895. In the following year there came another pair of brothers celebrated in tennis circles—O. G. and E. R. Allen. While both sets of brothers were alike good in play, they were direct contrasts in deportment. The Dohertys were quiet in court, while the Allens were distinctly boisterous. The Allens used to indulge in those heart-to-heart talks which are possible between brothers. Some people used to call it "thinking aloud"; but, however, it was described it gave huge delight to the crowds round the courts. Later, Moffat was the scene of several American invasions. It was there that the American break service was first tried on unsuspecting home talent and with woeful results, but the new service was soon mastered, and the power of the Yankee contraption vanished.

IMITATIONS IN GOLF.

Golfers are an imitative race. So they have always been, and so they will be to the end of the chapter. How quickly, for instance, one can trace the source

that inspired the maschie method of Mr. W. I. Hunter. Taylor is plainly written in it. In the recent Burntisland tournament one of the competitors adopted a particular stance that at once recalled the record-holder of his home course. These are cases of conscious imitation with useful results. Braid's son and Herd's son are in a different category. They are by instinct and association remarkable duplicates of their respective fathers, with the reservation in the case of Herd, junior, that he employs only about 50 per cent. of the paternal wiggles. A glimpse at many holiday courses at the moment would possibly disclose the sad consequences of the midsummer madness of imitation. The vacation is usually the time when the handicapped enthusiast submits his game to a sort of technical overhaul. His desire is to experiment with what he has seen and heard, but a good deal of this experimentation is indiscriminate and thoughtless. Imitation is the sincerest form of flattery, we have been told, but it seems necessary for an understanding of the adage, to distinguish between motion and action. To want to play like Vardon is a compliment to the greatest stylist in the game, but an imitation of him by a gentleman of ample girth and more years than he cares to remember, while it is eminently sincere, may not by any means be satisfactory. It is often forgotten in the practice of golf that what is good for one man may be the opposite for another. Allowance is not made for physical differences. A great player's club is sought as if humanity were stereotyped on his model. When Mr. Travis won our Championship, at kinds of golfers added the sycerady to their kit. Physique was not a factor here, but in many cases the change was not necessary. The force of example simply proved too strong. The sequel would be sadder in the case of the ordinary man who lightly goes in for a 18-ounce driver because Abe Mitchell hits such a long way with a club like that, or a club with a steel-bolted face because Ted Ray can use it so well. These imitations forget that Mitchell used to fell trees, and that his strength of wrist and back must be abnormal.

THE LATE LORD REAY.

At his beautiful seat at Carolside, Berwickshire, or in his London house, the late Lord Reay was one of the most charming of hosts. A man of wide learning, there was never the slightest touch of arrogance or pedantry in his bearing. Rather he gave the impression of a genuine desire to exchange ideas, or compare notes, with whomever he might be talking to, conveying the feeling that he himself had something to learn. A Dutchman by birth and upbringing, he never quite overcame his foreign accent, and this perhaps might help to account for the fact that, notwithstanding his wide culture and pleasing manner, he was scarcely an effective public speaker. But his foreignness was far more suggestive of a French than of a Dutch origin. In the grounds of Carolside there stands a commodious pavilion which the owner would often place at the disposal of some writer of books, who was thus enabled to pursue his labours without interruption, whilst being free to mingle when the spirit moved him, in the agreeable society over which his house presided in their own adjacent mansion.

NEWSING ESTIMATES.

The other day a guest at a big mansion-house in Ayrshire was one of the most notable of living anglers. The man who was told off to wait on him afterwards made the remark,—"He is not a bad sort, but he isn't a gentleman, you know; he had a footrule pocket in all his trousers."

"That reminds me of another incident—the other way about. An English tourist who had lost his luggage came into conflict with a porter at a Highland railway station, and did not get the best of it. Half-an-hour afterwards he returned to the fray, and was astonished to be received by the porter with the remark, 'I think, sir, we have already discussed this matter quite fully.' Later the tourist discovered that the porter had taken his M.A. at Edinburgh University, and was now working to accumulate funds for a medical course. You Scots only."

A largely attended funeral was passing through the streets of Dundee. "What's funeral is that?" asked one workman of another; "I didna hear o' any o' the big folk being dead." "Man, that's Baillie Mackintosh's funeral," said his companion. "But he was granulated." "So he was," came the answer; "but this is his dole."

In the Town Council of a small Scottish burgh, a vote was taken for or against a motion. The candidate of Councillor Waterside was doubtful. The Provost was not sure whether he was holding up his hand for the amendment. "Are you voting?" he asked. "No," replied Councillor Waterside, "I wis jist scartin' ma heid."

BURIAL SERVICE BY WIRELESS.

Recently, when the Cunarder *Carmania* was about 300 miles west of Fastnet, homeward bound, she received the following wireless message from the steamer *Canadian Trapper*, some 200 miles away:—"Can you oblige me with a copy of the Burial Service?" A fireman had died on board the *Canadian Trapper*, which was bound from Montreal to London and Antwerp, but there was not a copy of the Burial Service on board. A message was sent back from the *Carmania* that full service would be communicated. On board the *Canadian Trapper* the engines were stopped, the crew mustered on deck, and all the necessary arrangements made for committing the body to the deep. Then word by word the wireless operator on the *Carmania* sent through space the full Burial Service at 5 p.m., pausing at the end of each 150 words, so that the captain of the freight steamer could proceed with the service with due solemnity. The dictation of the Burial Service lasted close on one hour; the *Carmania* meanwhile proceeding full steam ahead, and at the close the body was committed to the sea.

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We are able to supply you with Goodyear Tyres and Tubes at these lower prices, and thus afford you, through a quality product and, the service with which we back it, the utmost in return for your investment.

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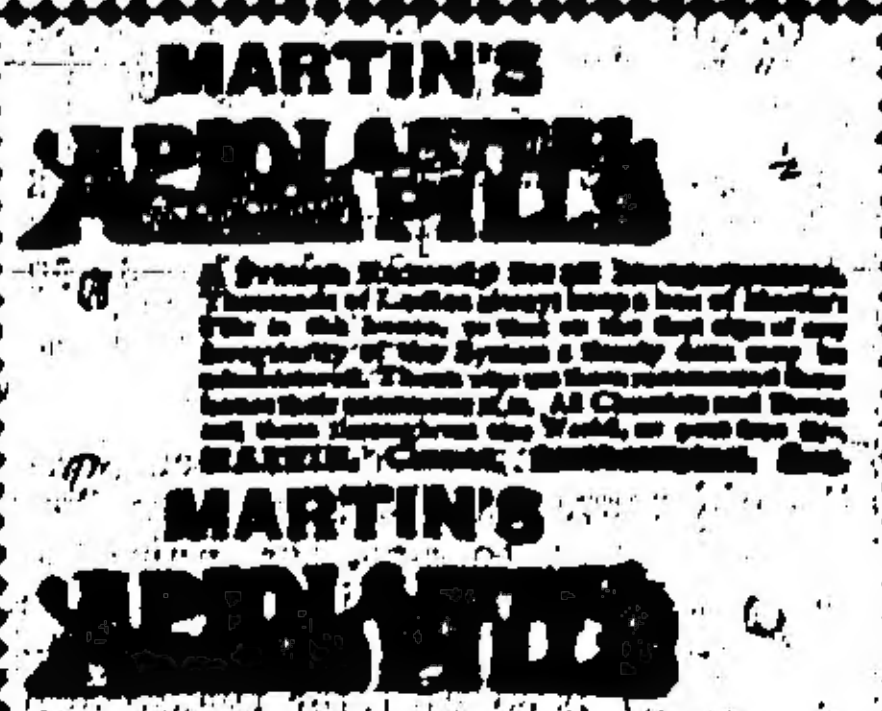
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WHY THE KING IS POORER.

GENEROSITY IN WAR YEARS.

The high cost of living has hit the King as severely as many of his subjects, and the Government suddenly introduced a Bill for temporarily relieving these financial anxieties.

The secret had been well kept (writes a *Near* correspondent on August 11th). No reference to it had appeared in the Press, and the innocent little measure issued by the King's printers earlier in the day was called the Duchy of Lancaster (Application of Capital Money) Bill—surely the most modest title under which the subject of the public provision for the needs of the Crown could have been issued.

WITHOUT DEBATE.

It was so late in the hour—as well as in the session—that the second reading of the Bill was got through practically without debate.

There was just a statement by Mr. Chamberlain, followed by a brief approval by Sir Donald Maclean, and the second reading was secured.

To-day it is going through Committee—no doubt with equal celerity.

HOW THE MONEY COMES.

The income of King George V. is as follows:—

Privy Purse	£110,000
Salaries of Household	125,500
Expenses of Household	183,000
Works	20,000
Royal Bounty Allowance	13,300
Unappropriated	8,000
Revenue from Duchy of Lancaster	45,000
Total	£515,000

Obviously this is not net income which he can spend on himself. Large sections of it are taken up at once by salaries, etc.

On the other hand, circumstances make it possible that amounts may be saved under certain heads.

During the discussions which arose in Queen Victoria's reign, it was claimed by Mr. Labouchere, Mr. Sam Storey, Mr. Bradlaugh, and others that large savings had been so made.

They claimed that legally such savings ought to have been refunded to the Treasury, instead of being transferred to her Majesty's private banking account.

Mr. Sam Storey, M.P., estimated in 1889 that the accumulations of these unexpended balances amounted to £3,000,000 but Mr. W. H. Smith and Mr. Gladstone denied the estimate.

LORD RANDOLPH'S INDIGNATION.

Lord Randolph Churchill urged that the Radicals' suggestion was really that former Chancellors of the Exchequer had connived at embezzlement of public money.

The point came up again in 1910, when a Select Committee recommended the new Civil List for George V.

Mr. George Barnes, M.P., who was then a Labour member, presented a draft report, in which he suggested that provision should be made for the surrender in future of moneys not spent.

The draft report was rejected, and the Select Committee avoided that question.

King George V. has shown himself more considerate of the interests of the tax payer.

ROYAL ECONOMIES.

During the war State functions were few and simple.

The King cut out so many expenses that in 1918 he was able to make a voluntary contribution to the Exchequer of £100,000.

He had intended to make other contributions to the Exchequer, but Mr. Chamberlain said that the Government thought it better that the King and Queen should make contributions to war charities. This they did.

We have evidently advanced a long way in this respect since 1889, when Mr. Bradlaugh quoted in the House a price-less passage in a speech by Mr. Balfour:

"I watch their controversies about royal grants with pain and disgust. A mere feeling of chivalry should have checked these sordid and ill-timed attempts to protect what they are pleased to term the interests of the British taxpayer."

King George V. was wiser in regard to the burdens of the taxpayer, but it appears that in 1918 he was embarrassed like the rest of us by the rise in prices, materials, wages, etc.

THE KING TOO GENEROUS.

The result was that the grants for salaries and expenses of the Royal Household showed a deficit of £24,000 in 1919, of £43,000 in 1920, and this year it is likely to be still greater.

The expenditure on the internal maintenance of the royal palaces in the King's occupation showed a deficit of £20,100 in 1920.

No difficulty would have arisen if the King had not surrendered the surpluses of the war years, but the recent deficits which have occurred have exhausted the fund accumulated by the King for such emergencies.

The Government now proposes to authorise the Duchy of Lancaster to realise assets to the extent of £100,000, and to apply the proceeds to revenue.

SPLENDOR POPULAR.

The proposal to ask Parliament for a temporary increase in the Civil List was rejected by the King, while his own willingness materially to diminish the ceremonial and splendour of the Throne was rejected by the Government in the belief that the people liked the Sovereign to appear on State occasions with a certain majesty and splendour.

(Continued on foot of next column.)

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FUREHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.

KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, and Port Said

INABA MARU ... Friday, 30th Sept., at 11 a.m.

KAMO MARU ... Friday, 14th Oct., at 11 a.m.

KYO MARU ... Friday, 23rd Oct., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 2nd October.

MATSUYE MARU ... End of November.

LIVERPOOL & GLASGOW via MARSEILLES.

LISBON MARU ... Monday, 3rd Oct.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 15th Oct., at 11 a.m.

AKI MARU ... Tuesday, 16th Nov., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

DURBAN MARU ... Thursday, 20th Oct.

NEW YORK via SUEZ.

RANGOON MARU ... End of Oct.

KIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPS.

KAWACHI MARU ... Middle of November

YOMBAY via Singapore, Penang and Colombo.

TATSUMI MARU ... Wednesday, 28th Sept.

AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Tuesday, 27th Sept.

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No doubt the fall of prices would assist to settle matters, and a committee, with Sir Warren Fisher in the chair, is also to consider what economies can be introduced into the expenditure on the Royal Household.

The idea of living on capital as the Bill proposed was most objectionable, Mr. Chamberlain admitted.

But he expressed a hope that the present difficulties were only temporary.

If this was not sufficient to solve present difficulties, the Government would not hesitate to bring the matter before the House on another occasion—obviously referring to a possible future advance in the Civil List.

This measure, he added, had the full assent of the King and Prince of Wales.

OTHER ROYAL INCOMES.

It should be added that, in addition to the sum given above, the Prince of Wales receives £37,000 a year, not from taxation but from the revenues of the Duchy of Cornwall.

In the event of his marriage, the Princess will receive £10,000 a year from Parliament.

The remaining members of the Royal Family, headed by Queen Alexandra, receive between them £163,000 a year from the Civil List.

Lumbago

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Kruschen Salts

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SHIPPING NEWS

ARRIVALS.

September 26th.

Changning, British str., 1,470 tons, Capt. C. W. Falk, from Singapore, with a general cargo.—J.M. & Co.
Chienan, Chinese str., 535 tons, Capt. Ho Yin, from Swatow, with a general cargo.—Him Fat.
Footee, Chinese str., 889 tons, Capt. B. Miyokaki, from Canton, in ballast.—Yue Tai Hong.
Kwangshu, Chinese str., 1,539 tons, Capt. C. Stewart, from Shanghai via Amoy, with a general cargo.—C.M.S.N. Co.
Kwangshu, British str., 1,429 tons, Capt. W. F. Richard, from Canton, with a general cargo.—J.M. & Co.
Loonpanang, British str., 1,093 tons, Capt. H. Simpson, from Manila, with a general cargo.—J.M. & Co.
Myogasan Maru, Japanese str., 1,745 tons, Capt. H. Yagi, from Mito, with coal.—M.B.K.
Nagasaki Maru, Japanese str., 3,934 tons, Capt. R. Nakagawa, from Yokohama, with a general cargo.—N.Y.K.
Sinkiang, British str., 1,616 tons, Capt. C. W. Packard, from Canton, with a general cargo.—B. & S.
Soochow, British str., 1,594 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo.—B. & S.

CLEARANCES.

September 26th.

Asia, for Hoihow.
Changchow, for Hoihow.
Chienan, for Swatow.
Elphinstone, for Singapore.
Footee, for Foochow.
Haidong, for Swatow.
Hongkong, for P. Paravai.
Hydrung, for Swatow.
Kueichow, for Weihaiwei.
Kwangshu, for Swatow.
Nishigama Maru, for Nagasaki.
Phoebe, for K. C. Wan.
Sinkiang, for Swatow.
Soochow, for Canton.
Takung, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Kwangshu* on September 26th: Mr. and Mrs. Baillie.
 Per s.s. *Chienan* on September 26th: Messrs. Parsons, Bangs, and Gaston, and Lieut. Newton, R.A.F.

SHIPPING MOVEMENTS.

The P. and A. Co.'s s.s. *Ararua* left Manila for this port on September 24th, at 6 p.m., with the outward Australian mails, and is due here on September 27th, at about daylight.
 The R.M.S. *Empress of Japan* arrived at Nagasaki on September 25th, at 6 a.m., left there the same day, at 6 p.m., and was due at Kobe on September 26th, at 8 p.m.
 The R.M.S. *Empress of Asia* arrived at Yokohama on September 23rd, left there on September 24th, at noon, and is due at Vancouver on October 3rd.
 The *Dodwell Castle* Line s.s. *Bowen Castle* sailed from New York on September 22nd, via Panama Canal, and is expected to arrive here towards the end of November.

VESSELS EXPECTED.

Ati Maru (N.Y.K.), due October 13th.
Antiochus (Blue Funnel line), due September 28th.
Ararua (E. & A.), due September 28th.
Attika Maru (N.Y.K.), due September 27th.
Danera (P. & O.), due about October 4th.
Empress of Russia, due about October 8th.
Inaba Maru (N.Y.K.), due September 29th.
Kaga Maru (N.Y.K.), due October 27th.
Karmala (P. & O.), due October 10th.
Kirin Maru (N.Y.K.), due October 11th.
Kendal Castle (Dodwell Castle line), due September 27th.
Nyanza (P. & O.), due October 26th.
Sanku Maru (N.Y.K.), due September 28th.
Shidzuka Maru (N.Y.K.), due October 13th.
Torilla (B.I.), due October 26th.
Wray Castle (Dodwell Castle line), due second half of October.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, September 26th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer	29.82	29.93	29.91
Temperature	82	73	80
Humidity	48	61	53
Wind Direction	ESE	Calm	ESE
Force	2	0	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open air Temperature on 26th ... 82
 Lowest open-air Temperature on 26th ... 72

WEATHER REPORT.

September 26th, at 12.47.—Pressure has decreased considerably at Wladivostok, and moderately at Weihaiwei. Changes since yesterday are slight at other reporting stations.

A feeble anticyclone is central over the lower Yangtze Valley. Moderate monsoon may be expected along the S.E. Coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 99.50 inches against an average of 74.50 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Disturbance Forecast:
 Hongkong to Gap Rock (N.E. winds, moderate; fine.
 The same as No. 1.

Formosa Channel (The same as No. 1.)

South coast of China between Hongkong and Lamook (The same as No. 1.)

South coast of China between Hongkong and Hainan (The same as No. 1.)

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO., LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

(Sole Proprietor of Coal Mines of)
 TAKAMURA, OGHI, MURAKI, KISHIMOTO,
 YOSHINOBU, HOJO, NAKAMURA, SATO,
 SHINRYU, KANADA, KAMITAMADA,
 BIRAI & OYUBARI.
 Agents for SAKET Coal.

Head Office:—TOKYO.

Branches & Representatives:—NAGASAKI, KANAGAWA, YAMAGUCHI, MOI, KURE, KOSU, OSAKA, TSUBURA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURAKI, OTSU, YAMAGUCHI, FUKUOKA, TOSHIKI, DAIKIN, TOSHIKI, HAKODATE, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—IWASKIBAL.

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co.,
 The Osaka Marine and Fire Insurance Co.

For particulars apply to:—
 KOMURA, Manager,
 14, Pedder Street Hongkong.

THE MENACE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard indigestion as a serious menace for this is, most undoubtedly, the first step towards a stomach ailment with the words "It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is *Beecham's Pills*. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulence, heartache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measures against the menace of indigestion to Good Health by taking

BEECHAM'S PILLS.



HOME VIA CANADA

Hongkong to England.

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamers	From Hongkong	Due Vancouver
Empress of Russia	Oct. 13	Oct. 31
Monteagle	Oct. 26	Nov. 18
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Monteagle	Dec. 31	Jan. 25

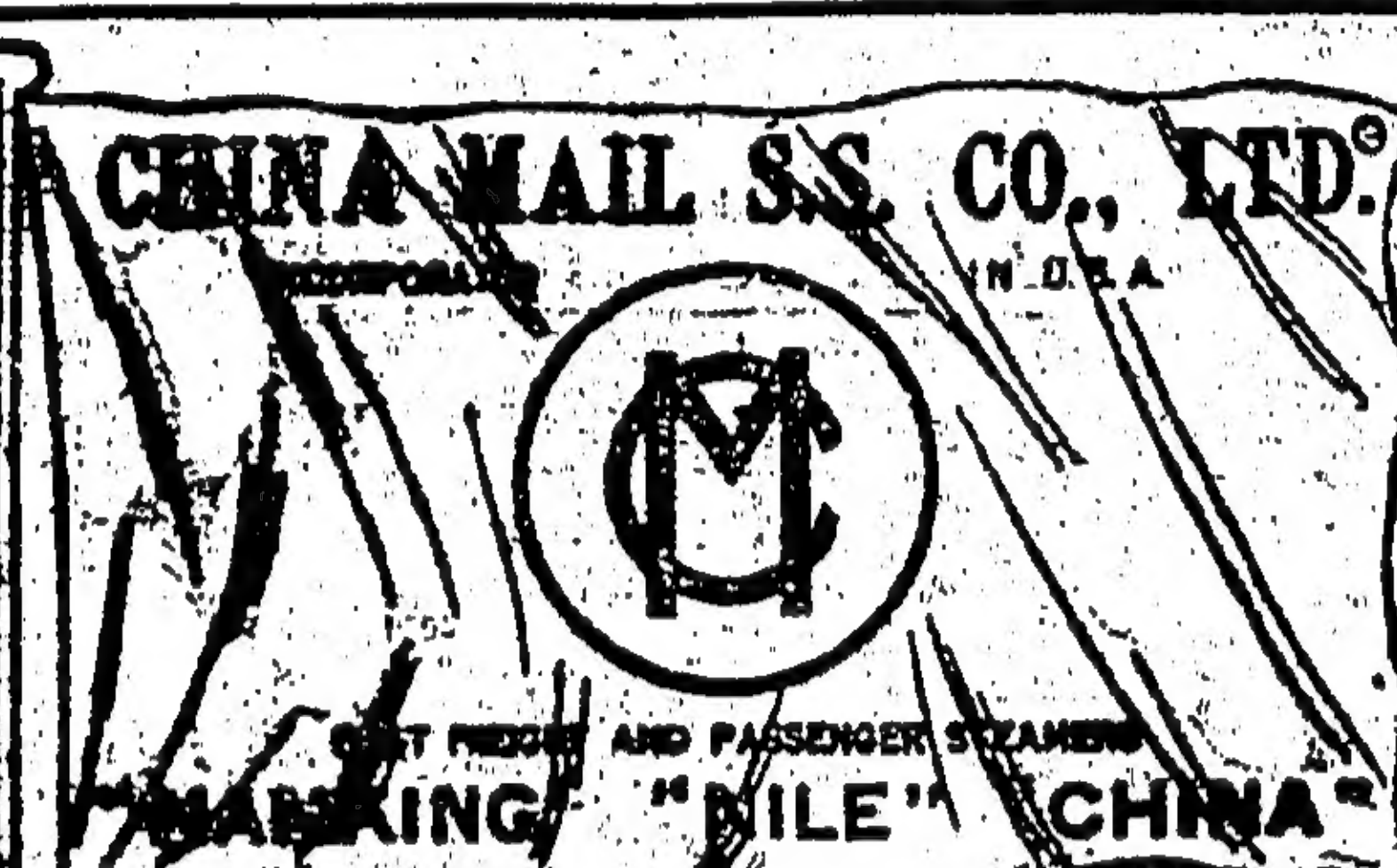
Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre & Naples.
 Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" s.s. "NANKING"

Nov. 3rd Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING" s.s. "CHINA"

Nov. 23rd Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, 11th FLOOR, DEPT. TEL. 1934. ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT, NO. 2161.

No. 1934. No. 2161.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.
 INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to JAVA

Calling at Singapore, Batavia, Samarang and Sourabaya.

S.S. "NILE"

October 4th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada, also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, 11th FLOOR, DEPT. TEL. 1934. ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT, NO. 2161.

No. 1934. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

S.S. "CHERIBON MARU" sailing on or about 26th Sept.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "SAMARANG MARU" sailing on or about 7th Oct.

For further particulars please apply to:—

K. SUZUKI, Manager,

Tel. No. 2206 No. 5, Queen's Road Central

Tel. No. 2206 No. 5, Queen's Road Central

Tel. No. 2206 No. 5, Queen's Road Central

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	32,000	Oct. 1st
PERSIA MARU	9,000	Oct. 15th, at 10.30 a.m.
TAIYO MARU	32,000	Oct. 29th
SIBERIA MARU	70,000	Nov. 15th
TENYO MARU	32,000	Nov. 29th

* Calling at Dairen and omitting call at Keelung and Shanghai.
 † Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
 THENCE BY TRANS-AMERICA ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	32,000	Sept. 26th

For full information regarding passengers freight and sailings, apply to:—
 Y. TSUTSUMI, Manager,
 King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:—
 MESSRS. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

STEAMERS	TONS	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
S.S. "GOLDEN STATE"	32,000	Oct. 5th	Oct. 27th
S.S. "HOOSIER STATE"	32,000	Nov. 19th	Dec. 11th

SHANGHAI-CALCUTTA SERVICE

Freight Only

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Biseria, Marseilles, Barcelona, the Cape of Good Hope, Suez, Port Said, Genoa, London, and San Francisco.

For full information regarding rates, space, etc., apply to:—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA

"West Carmona" 29th Sept.

To LOS ANGELES & SAN FRANCISCO

"West Henshaw" 2nd Oct.

To VANCOUVER & SEATTLE

"West Canon" 8th Oct.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor, Powell's Building, 13, Des Vaux Road, Tel. 3008.

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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports,

"WEST JESSUP" sailing about 17th Oct.

"WEST JAPPA" sailing about 15th Nov.

"DELIGHT" sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to:—

FRANK WATERHOUSE & COMPANY,

4th Floor, Princes Buildings Telephone 1062.

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YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIWA MARU" on or about 29th Sept.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" on or about 29th Sept.

For further particulars, please apply to:—

M. KOBAYASHI,

Agent, Top Floor, King's Building,

Tel. No. 140.

Branch Office, No. 37, Nathan Street, West, Tel. No. 155.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

due here 24th September, will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

End of October.

Further sailings:—

M/S. "Panama" November/December.

M/S. "Annam" December/January.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Hong Kong, September 2nd, 1921

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA
ELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.**
JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" ... 3rd Oct.
LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "CITY OF PEKIN" ... 29th Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.
or in BRASS & Co. CANTON.**THE BANK LINE, LTD.**
General Agents.**NEW YORK DIRECT**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

s.s. "BURYMACHUS" ... via Suez Canal ... 13th Oct.
s.s. "CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
s.s. "TYDEUS" ... via Suez Canal ... 13th Nov.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, REISS & CO., CANTON.**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
HANGHAI, KUBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 10th Oct.
MARSEILLES via HAI-PHONG, SAIGON, PENANG, COLOMBO, DUBOULT, SUEZ & PORT SAID	"ARMAND BEHIC" 11,000	On or about 22nd Oct.
	"ANDRE LEBON" 22,000	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

Telephone 740

H. BODENFUSER,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST POST SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Passmore | FRIDAY, Sept. 30th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.**P. & O. - British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DINERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,500	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	6,500	11th Nov.	Marseilles, London & Antwerp
"AYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 4th Oct. Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	5,000	28th Sept. 11th	Amoy, Shanghai & Kobe
"SARDINIA"	6,500	28th Sept.	Yokohama direct.
"ARAFURA"	6,000	29th Sept.	Shanghai only.
"DINERA"	5,400	2nd Oct.	

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 15th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.L.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents. [1]

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OYAKLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building. [30]**AUSTRALIAN ORIENTAL LINE.**
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Redwood Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG & BANGKOK	"CHANGCHOW"	On 27th Sept., 9 A.M.
SWATOW & BANGKOK	"CHENGCHU"	On 27th Sept., 10 A.M.
SHANGHAI	"SINKIANG"	On 27th Sept., Noon
SWATOW & SINGAPORE	"CHINHUA"	On 29th Sept., 10 A.M.
AMOY & HANGHAI	"SOOCHOW"	On 29th Sept., 11th
HONGKONG, PAKHOI & HPHONG	"KAIPOH"	On 30th Sept., 9 A.M.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 1st Oct., 4 P.M.
TIENTSIN	"HUICHOW"	On 3rd Oct., 4 P.M.
SHANGHAI	"SZECHUEN"	On 4th Oct., Noon.
SHANGHAI	"SUNNING"	On 6th Oct., Noon.
SHANGHAI & TSINGTAO	"SHANBI"	On 8th Oct., 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amidsips. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers:

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai & Japan Ports). From Hongkong. Arrive Seattle!

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th.

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st ... Oct. 23rd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "PAULET" ... (Direct to Portland) ... Sept. 25th.

S.S. "COAKET" Oct. 15th.

S.S. "MONTAGUE" Nov. 11th.

S.S. "ABECCOS" Dec. 7th.

Through Bills of Lading issued to Oriental Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mandons. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETIA" ... Sailing Sept. 29th.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES—

5th Floor, HOTEL MANDONS, TELEPHONES 2477 & 2478. PASSENGER OFFICE.

QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SCHODACK" ... 27th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

**BARBER STEAMSHIP
LINES, INC.**

THE ADMIRAL LINE,

TELEPHONES AGENTS. 5th Floor, HOTEL MANDONS. [178]

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "GARLIC PRINCE" ... (via Suez) Nov. 1st.

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED

(Incorporated in Great Britain) 24, George's Building. [181]

Telephone 2122. Telegrams "Furness"

